September 2, 2005 Vol. 44, No. 19

Spaceport News

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Discovery returns home via ferry flight

Space Shuttle Discovery (right), atop a modified Boeing 747 Shuttle Carrier Aircraft (SCA), flies over Launch Complex 39 at Kennedy Space Center on its final approach to runway 15 at the Shuttle Landing Facility (SLF). Landing was at about 10 a.m. The cross-country ferry flight became necessary when two days of unfavorable weather conditions at KSC forced Discovery to land on runway 22 at Edwards Air Force Base, Calif., on Aug. 9 following mission STS-114. The SCA and Discovery were towed to the Mate/Demate Device at the SLF, where a crane lifted Discovery from the SCA and placed it on solid ground. Discovery was then towed to the Orbiter Processing Facility, where the Multi-Purpose Logistics Facility Raffaello was removed and transferred to the Space Station Processing Facility.

Photo: Rod Ostoski/USA

Discovery switches with orbiter Atlantis for next Shuttle flight

NASA is targeting March for the next Space Shuttle mission (STS-121), the second test flight to the International Space Station in the Shuttle Return to Flight sequence. This timeframe is based on NASA's self-imposed optimum lighting requirements.

The Space Shuttle Discovery will be used for the mission, instead of Space Shuttle Atlantis.

Moving toward a launch no earlier than March for STS-121 will allow engineering teams more time to properly evaluate the issue of large pieces of insulating foam that came off Discovery's external fuel tank during launch last month.

Targeting March also allows the Space Shuttle Program to put itself into a better posture for future Shuttle missions to the Space Station. Changing orbiters for the STS-121 mission enables use of Atlantis for the following mission, STS-115, which will resume assembly of the Station.

The switch frees Atlantis to fly the remaining Space Station truss segments, which are too heavy for Discovery, in 2006. By changing the orbiter line up, the Shuttle Program will not have to do two back-to-back missions with Atlantis, as previously scheduled.

"It really makes sense to move to the March timeframe," said newly appointed Associate Administrator for Space Operations Bill Gerstenmaier. "We're looking at the Shuttle missions to support the most robust flight sequence for the Space Station and to make the whole sequence flow better. This extra time helps us make sure that all the work we need to do fits and that there are no other issues."

KSC seeks to meet future needs

By Jennifer Wolfinger
Staff Sriter

To prepare Kennedy Space Center for its fast-paced future, which includes implementing the Vision for Space Exploration, Center management initiated a reorganization activity known as KSC Exploration 2005. This is scheduled to be in place by mid-October.

"It will be a huge effort at KSC, on a scope that is probably unprecedented in NASA's history, to fly out Shuttle and phase down Station while gearing up another program. We want to be prepared as a Center to accept this challenge," said Center Director Jim Kennedy.

The Exploration Systems Architecture Study results are expected to be released soon, marking an important step in this planning process. The study will define the structure for follow-on launch vehicles and for going back to the Moon.

Within KSC Exploration 2005, an Organizational Development Team (ODT) is identifying changes that will help organizations carry out their assigned functions.

The ODT includes the following sub-ODTs: Leadership, led by Human Resources Director Pat Simpkins; Exploration, led by ISS/Payload Processing Director Tip Talone; and Design, Development and Sustaining Engineering, led by Center Operations Director Scott Kerr.

Leadership encompasses Communications, Workforce Planning, Moves and Business Systems sub-teams. The Leadership ODT is developing transition requirements such as communication tools, position descriptions, personnel actions, office moves, business systems documentation, and a KSC Director All Hands planned for mid-September.

Leadership team members are Pat Simpkins (BA-lead); Lorene Williams (BA); Tim Kotnour (UCF); Todd Arnold (XA); Maynette Smith (AE); Steve Chance (BA); and David Alonso (AA-B). Sub-team leads are: Jack Fox (XA), Communications; Dicksy Hansen (BA), Work force

(See ODT, Page 8)

NASA assesses damage from Hurricane Katrina

Last year, most employees at KSC felt the wrath of several hurricanes that crossed the state of Florida. Because of our own personal experiences, we have a particular empathy for our fellow workers at Stennis and Michoud following the devastation of Hurricane Katrina and the long recovery period sure to follow in the weeks and months ahead. Our hearts and prayers go out to our co-workers who may have lost their homes as a result of this terrible tragedy. At right is a special message from NASA Administrator Mike Griffin. Please read and consider making a contribution to the *NASA Family Assistance Fund* on behalf of those at Stennis and Michoud.

Bruce Buckingham
Managing Editor,
Spaceport News

From the Administrator:

"My heart goes out to all the people affected by this hurricane. I will be visiting Stennis and the Michoud Assembly Facility soon to talk with our people.

We also are grateful that the Stennis Space Center provided shelter to 4,000 people — NASA employees, contractors and family members and stranded local residents — as the hurricane moved through. The Stennis Space Center is still being used as a shelter location and the Center's parking lot is being used by Federal Emergency Management Agency officials as a staging area for recovery operations. The Stennis Space Center and Michoud Assembly Facility will be closed for business while recovery efforts continue.

Currently, Emergency Operations Centers at the affected Centers and Headquarters are now open and will remain open during business hours as needed. As emergency crews begin the difficult work of clearing debris and restoring power and other services to the facilities on site, we also are assessing how resources across the entire Agency can best be used to offer support to the Stennis Space Center and Michoud Assembly Facility. The Marshall Space Flight Center is already helping tremendously by serving as a hub for off-site emergency procurement activities. Two helicopter flights from Marshall delivered communication equipment and other supplies to the facilities this week.

In the coming days and weeks, we want to make certain our colleagues and their families get the help they need. While there is considerable federal and state assistance on the way, NASA employees can get involved by contributing to the NASA Family Assistance Fund at **http://www.feea.org**. The NASA Family Assistance Fund will provide a grant of up to $400 and an interest-free loan of up to $600 for people living in declared disaster areas."

NASA is marshaling Agency resources to assist Gulf Coast-area facilities that suffered damage from Hurricane Katrina.

The Agency is preparing to provide help for NASA employees and contractors whose homes were damaged or destroyed.

Monday's storm hit NASA's Stennis Space Center in Mississippi and Michoud Assembly Facility in New Orleans, which is operated by Lockheed Martin. Both facilities are closed during recovery efforts. During the storm, hundreds of people including employees, family members and others took shelter at Stennis. A small contingency of NASA employees and contractors rode out the storm at Michoud. There are no reports of any injuries at NASA facilities.

NASA's Marshall Space Flight Center, Huntsville, Ala., sustained minor damage and is providing support to Stennis and Michoud. Two helicopter flights from Marshall were delivering communication equipment and other supplies to the facilities today. Initial damage assessments indicate some buildings at Stennis sustained water and roof damage, but the exact extent has not been determined.

The Federal Emergency Management Agency is using the center as a staging area for local recovery efforts. The Center's Space Shuttle main engine test stands do not appear damaged.

At Michoud, which makes the Space Shuttle's external fuel tanks, several buildings suffered window and roof damage. It appears that space flight hardware was not damaged, but a preliminary assessment has not been completed. The facility has no electrical power and communication is limited. Debris on roadways is restricting transportation around the facility.

NASA family inspires Roy's role as leader

By Jennifer Wolfinger
Staff Writer

William Roy credits the upbeat atmosphere in his workplace for helping to inspire his success at Kennedy Space Center. But it's Roy's outstanding commitment to his coworkers and KSC's facilities that led him to receive NASA's Exceptional Service Medal Aug. 4.

He earned the award for helping to ensure the safe and efficient use of Kennedy's institutional property and systems.

Roy is currently a logistics engineer with the International Space Station/Payload Processing directorate supporting the Vision for Space Exploration. However, he was working for the Cape Canaveral Spaceport Management Office when nominated for the award.

In that role, he was the NASA Integrated Product Team lead of Logistics Operations in support of the Joint Base Operations and Support Contract.

"I provided government management and oversight of Base Operation Logistics for the Cape Canaveral Spaceport, which includes more than 500 contractors and a budget of approximately $50 million," said Roy, who has worked at KSC for 17 years.

"The family atmosphere of the directorate and the diversity of the work force, combined with working in the Air Force/NASA partnership, provided a great learning environment."

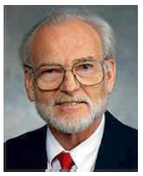
Among the reasons he received the recognition were his outstanding leadership, ability to recognize and resolve conflicts, excellent teamwork and contract management and dedication to aligning his actions with NASA and KSC's goals.

"I was quite surprised and honored to be selected. However, I was more privileged having been nominated by my former directorate," he said.

Roy and his wife, Laura, have two children: Kathleen, 21, and Billy, 11. He takes family vacations and does home improvements to reenergize for work.

The NASA Exceptional Service Medal is awarded for significant achievement or service leading to substantial improvement in engineering, aeronautics, spaceflight or space-related endeavors, or administration and support of these endeavors which contribute to the programs of NASA.

KSC names Kross director of Safety and Mission Assurance



Denny Kross has been named the director of the Safety and Mission Assurance organization at KSC, Center Director Jim Kennedy announced last week.

Kross will lead the nearly 250 professionals who provide an independent review and oversight to the programs at KSC that ensure mission success is accomplished and a safe workplace is achieved.

"I have the utmost confidence in Denny's leadership abilities and am pleased he will lead our safety organization at the Center," said Kennedy. "This is a pivotal position on the management team, and Denny's tremendous technical background in the Shuttle program, coupled with his extensive aerospace experience within NASA, are welcome additions."

Prior to his selection, Kross served as Space Shuttle deputy program manager at KSC since April 2004, where he was responsible for all aspects of Space Shuttle preparation, launch and return of the orbiter to KSC following flight.

"Denny is a leader, a proven program manager and a seasoned engineer with many years of experience with human space flight programs," said Bryan O'Connor, chief of Safety and Mission Assurance at NASA Headquarters, Washington. "We welcome him as our newest Safety and Mission Assurance director."

Kross began his NASA career in 1967 as a structural dynamics engineer at the Propulsion and Vehicle Engineering Laboratory at the Marshall Space Flight Center in Huntsville, Ala.

Shuttle Logistics Depot recertified

The NSLD VPP Recertification Team, led by Sherri Nickell, who diligently worked to make sure everything went well with the OSHA visit, consists of USA, Boeing and NASA personnel. Team members are (front row) Dudley Kenney; (middle row, from left) Mike Toner, Robie McLam (Boeing), Ivette Jones, Julie Paniczko, Sherri Nickell, Roger Hathaway (NASA) and Mike Kolcun; (last row, from left) Dennis Sammon, Russell Fiske, Jeff Williams, Paul Batastini, Moe LeDoux, Bruce Valentin and Clay Walker. Not pictured are Stefan Bergmann and Patricia Maquire.

The NASA Shuttle Logistics Depot (NSLD), operated by United Space Alliance, recently passed its six-year recertification as an Occupational Safety and Health Administration Voluntary Protection Program (STAR) site.

The OSHA final inspection team found remaining issues to be resolved and gave the NSLD kudos regarding site cleanliness, employee involvement, support by management and continuing efforts to improve safety and health.

The NSLD was the first Florida site to achieve STAR certification in 1998.

KSC VIPs honor Tuskegee Airmen

By Linda Herridge
Staff Writer

Though their numbers have dwindled, close to a hundred surviving members of the famed Tuskegee Airmen gathered at the Rosen Centre Hotel in Orlando Aug. 15-20, for the 34th Annual National Tuskegee Airmen Convention. The recurring theme throughout the event was "Still Making a Difference. Perseverance. Courage. Dignity." It marked the last time the group would gather for the annual reunion in its current format.

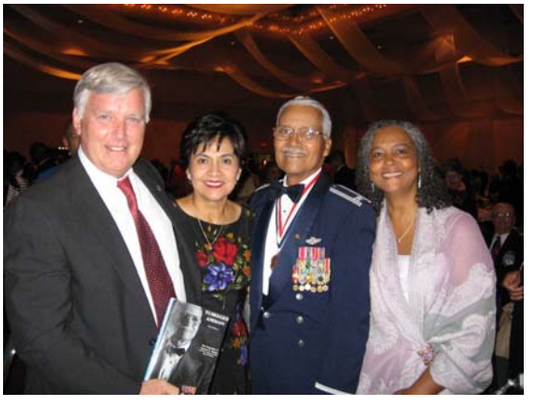
Kennedy Space Center representatives, including Center Director James Kennedy, and Tara Gillam and Roslyn McKinney, manager and assistant manager, respectively, of KSC's Office of Diversity and Equal Opportunity, joined the Airmen, Air Force generals and pilots, corporate presidents and guests for the reunion events.

Former NASA astronaut Winston Scott, who is now the executive director of the Florida Space Authority, was the keynote speaker during the Youth Day Luncheon on Aug. 17. He spoke to nearly 300 students and encouraged them to set high goals and work hard to accomplish them.

During the luncheon, the Tuskegee Airmen Scholarship Foundation awarded a $20,000 Pratt & Whitney Golden Eagle Award to 18-year-old Brandon Obey of Alpharetta, Ga. Obey was nominated for the award by the Tuskegee Airmen Central Florida Chapter, headquartered at Patrick Air Force Base. Obey plans to pursue a career in computer science and engineering at Morehouse College in Atlanta.

"The luncheon was an extremely moving and motivational event," said McKinney. "The airmen are doing what it takes to reach out and touch the youth of this country who aspire to education and programs that lead to careers in aviation, aeronautics and related fields."

The youth also viewed a presentation on NASA's Vision for Space Exploration, participated in a model airplane workshop, and were treated to a visit by KSC's "Spaceman" who answered questions about extra-vehicular activity suits. U.S. Air Force generals and pilots encouraged the students to pursue careers in aviation, science, engineering and math.



EVENING TO HONOR TUSKEGEE AIRMEN: From left, Center Director James Kennedy, with his wife, Bernie, and Retired Col. Charles E. McGee, with his daughter, Charlene McGee Smith, attended the awards banquet at the 34th Annual National Tuskegee Airmen Convention.

During the convention, several Tuskegee airmen shared stories about their World War II combat missions, further illustrating their loyalty and perseverance to their country despite the racial inequalities.

"I was awed by the presence of such great American heroes and their dedication to inspiring America's youth to pursue their dreams no matter the obstacles," Gillam said.

Kennedy and his wife, Bernie, attended the awards banquet Aug. 19 and dined with Col. Charles McGee. Kennedy also met with Col. Lee Archer and many of the Tuskegee pilots, mechanics and support personnel. "I considered it an honor to spend an evening with the Tuskegee Airmen," Kennedy said. "This group of dedicated, courageous and proud Americans are worthy of being called 'heroes,'"

Among the heroic missions of the airmen was the longest bomber escort mission to Berlin, Germany, on March 24, 1945, by the 332nd Fighter Group. They were presented the Presidential Unit Citation for the mission.

Making the journey from space to Calif

Discovery completes spectacular test flight

By Anna Heiney
Staff Writer

After a two-and-a-half-year wait, everything finally came together on July 26, 2005. "Liftoff of Space Shuttle Discovery, beginning America's new journey to the Moon, Mars and beyond," exclaimed launch commentator George Diller.

During this test mission, NASA accomplished a variety of goals while also learning some important lessons. At liftoff, a large piece of insulating foam broke off the External Tank. Now, NASA engineers are working to determine what caused this and how to prevent it from happening in the future.

The first of two Return to Flight missions, STS-114 included breathtaking in-orbit maneuvers, tests of new equipment and procedures, a first-of-its-kind spacewalking repair, and phone calls from two world leaders.

Using the new Orbiter Boom Sensor System, Discovery crewmembers took an unprecedented up-close look at the orbiter's thermal protection system. This collection of new data was expanded on flight day three, when Commander Eileen Collins guided Discovery through the first-ever "rendezvous pitch maneuver" as the orbiter approached the International Space Station for docking.

The slow-motion back flip allowed Station crewmembers John Phillips and Sergei Krikalev to snap high-resolution photos for mission managers to use to ensure Discovery was in good shape to come home.

During the first of three spacewalks, Mission Specialists Stephen Robinson and Soichi Noguchi tested new repair techniques for the outer skin of the Space Shuttle's heat shield and installed equipment outside the Station. They also repaired a Control Moment Gyroscope. Two days later, Robinson and Noguchi again ventured out into the vacuum of space to replace a failed Control Moment Gyro. Their efforts put all four of the Station's gyros back into service.

When two thermal protection tile gap-fillers were spotted jutting out of Discovery's underside, astronauts and other experts on the ground pulled together to devise a plan to ensure the protrusions would not cause higher-than-normal temperatures on the Shuttle during atmospheric reentry.

Ground controllers sent up plans to the Shuttle-Station complex for Robinson to ride the Station's robotic arm beneath the Shuttle and, with surgical precision, pluck out the gap-fillers.

Work on the Shuttle underbelly had never been tried before, but with Mission Specialist Wendy Lawrence and Pilot Jim Kelly operating the robotic arms, Mission Specialist Andy Thomas coordinating and fellow spacewalker Noguchi keeping watch, Robinson delicately completed the extraction during the third and final spacewalk.

Together, both the Discovery and Station crews paid tribute to the astronauts of Columbia, as well as others who gave their lives for space exploration.

With the mission drawing to a close, the Multi-Purpose Logistics Module Raffaello was removed from the Space Station and reinstalled in Discovery's payload bay.

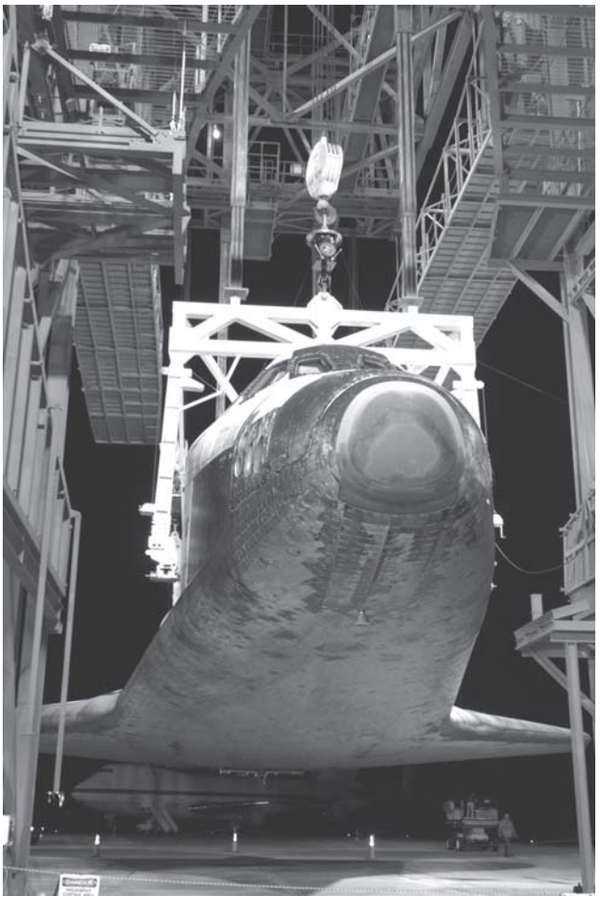
Raffaello arrived at the Station with more than 12,000 pounds of equipment and supplies and carried about 7,000 pounds of Station material on the trip back to Earth. After nine days of cooperative work, Discovery undocked from the International Space Station Aug. 6 and parted ways. Discovery touched down at 5:12 a.m. PDT on Aug. 9 at Edwards Air Force Base in California.

Capsule Communicator Ken Ham congratulated the returning crew on a spectacular test flight. "Stevie Ray, Soichi, Andy, Vegas, Charlie, Wendy and Eileen — welcome home, friends."

Those words, Collins said, were great to hear. "We're happy to be back, and we congratulate the whole team for a job well done."

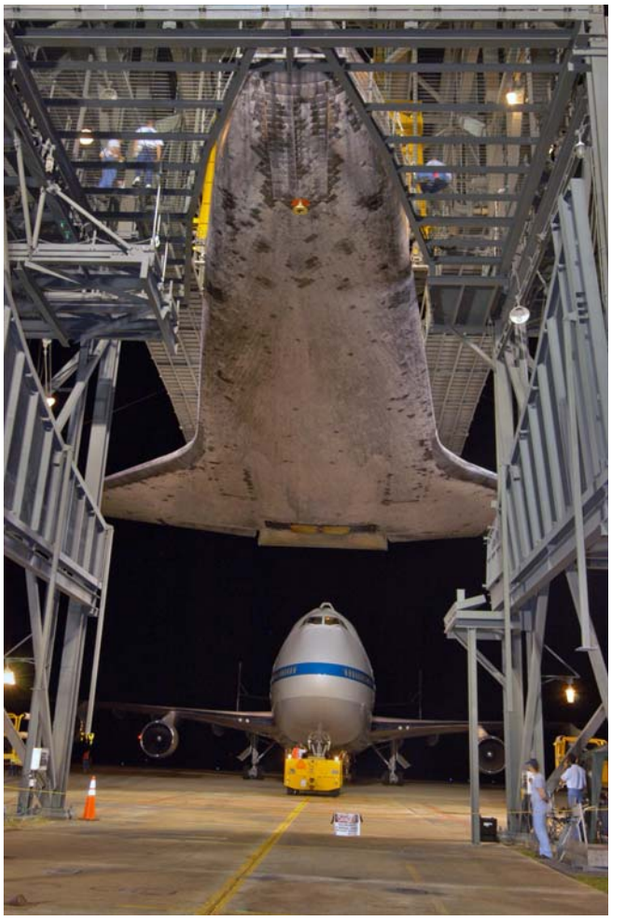
(RIGHT) Discovery and the Shuttle Carrier Aircraft are towed toward the Mate/Demate Device (MDD), in the foreground, at the Shuttle Landing Facility following touchdown on runway 15.

ornia and safely home to Kennedy



(CENTER, TOP) SPACE Shuttle Discovery, atop a modified Boeing 747 Shuttle Carrier Aircraft (SCA), touches down on runway 15 at the Shuttle Landing Facility at about 10 a.m. on Aug. 21. The cross-country ferry flight became necessary when two days of unfavorable weather conditions at KSC forced Discovery to land on runway 22 at Edwards Air Force Base, Calif., on Aug. 9 following mission STS-114.

(LEFT) DISCOVERY is slowly lowered toward the ground from the mate/demate device. Its wheels were lowered and the orbiter rolled back. Discovery was then towed to the Orbiter Processing Facility for further post-launch processing.



(CENTER LEFT, TOP) Shuttle Launch Director Mike Leinbach (facing camera left) and Space Shuttle Discovery (OV-103) Vehicle Manager Stephanie Stilson (facing camera right) are interviewed by the news media at the Shuttle Landing Facility.

(CENTER LEFT, BOTTOM) In the early morning hours, the orbiter Discovery is being demated from the Shuttle Carrier Aircraft beneath it.

(LEFT) Discovery is suspended within the mate/demate device after the SCA has rolled away from beneath it.

A thousand pictures tell Discovery's processing story

By Linda Herridge
Staff Writer

An old cliché states a picture is worth a thousand words, but that's not true when it comes to documenting the processing and launch of the Space Shuttle Discovery at Kennedy Space Center. In this case, a thousand pictures tell a story.

A team of five photographers from InDyne Inc.'s Kennedy Integrated Communications Systems (KICS) contract meticulously documented processing and prelaunch activities of orbiter Discovery for Return to Flight mission STS-114.

This effort is the Baseline Configuration Imaging (BCI) program that was developed in response to the Columbia Accident Investigation Board's recommendation to have digitized baseline processing images prior to each Space Shuttle mission.

The photos are downloaded, documented and sorted according to milestones, and entered into an image-management database at KSC. The images are shared with Johnson Space Center in Houston and Marshall Space Flight Center in Huntsville, Ala.

According to KICS senior imaging technician Jeff Wolfe, the photos have very high resolution and reveal extremely detailed surface images of the orbiter vehicle.

Special cameras with advanced capabilities were acquired to accomplish the work. Several Kodak SLR/n 14 mega-pixel cameras were purchased after extensive research into the requirements.

The cameras are used to document processing of the orbiter inside the Orbiter Processing Facility, the Vehicle Assembly Building and on the Launch Pad. Space Shuttle Processing contractor United Space Alliance coordinated access for the image documentation.

Other documentation includes processing and closeout milestones in the OPF, the underside of the orbiter in the horizontal and vertical positions in the VAB, after the mate with the External Tank and Solid Rocket Boosters, before rollout to the launch pad and then at the pad before rollback of the Rotating Service Structure 24 hours before launch. Photographers also documented the area

IN THE bucket at left, KSC photographers document processing activities performed on the Space Shuttle Atlantis inside the Vehicle Assembly Building.

where the orbiter is attached to the External Tank.

A *BetterLight* large-format digital camera was acquired to document the underside of the orbiter vehicle during processing. The camera operates like a flatbed scanner to shoot sections of the underside of the orbiter in sequence.

During mission STS-114, photographs related to the underside of the orbiter vehicle and the thermal blanket near an orbiter cockpit window were reviewed by the launch team at JSC and MSFC and compared with pictures taken during the mission.

According to Terri Murphy, an Imagery Integration manager with Space Shuttle Processing Systems Engineering and Integration at JSC, the screening of the survey imagery was a critical and highly dependent task.

"This task could not have been accomplished without the ability to compare the survey imagery with the baseline configuration imagery provided by KSC and InDyne's KICS efforts," he said.

Adam Nehr, InDyne's BCI project planner, said the process is going very well. "Johnson Space Center used many of the photographs during mission STS-114 to compare in flight and do focused inspections in areas of concern."

Wolfe said it's great to see these images being used. "This is probably some of the most important Return to Flight work we're doing, from a contractor's standpoint," Wolfe said.

Schuh's electrical system expertise shines through for Launch Services

By Linda Herridge
Staff Writer

Keith Schuh, an electrical engineer in Kennedy Space Center's Launch Services Program (LSP), credits his previous experience working on The Boeing Company's Delta IV and Inertial Upper Stage programs for his smooth transition to LSP earlier this year. Schuh works in the electrical systems branch.

He earned the directorate's August Employee of the Month award for coordinating and organizing the Delta II drawing system on the local KSC server, which enabled significant improvements in tracking and verifying electrical systems on the launch vehicle.

Schuh was also recognized for mentoring other engineers on Delta II instrumentation systems.

"It's challenging work," said Schuh. "The transition has allowed me a better insight into the entire LSP process of providing mission assurance for NASA and our customers."

Schuh currently serves as the instrumentation engineer for the Delta launch vehicle for the Cloud-Aerosol Lidar and Infrared Pathfinder Satellite Observation (CALIPSO) and CloudSat mission. He monitors and oversees the health of the vehicle's electrical systems during testing from the Launch Vehicle Data Center at Hangar AE at Cape Canaveral Air Force Station.

Schuh will travel in late September to Vandenberg Air Force Base in California to support the launch.

He is also working on a project to procure an independent telemetry system for monitoring launch vehicle data in addition to the primary Hangar AE station. Telemetry is a way of transmitting the health of the rocket after launch using radio frequency sensors to measure altitude, attitude, temperature, pressure and acoustic environment.

"Keith has been a very valuable addition to the program and NASA in general," said Doug Lindhorst, chief of the LSP electrical systems branch.

"The program has benefited greatly from his ability to relate his experience in working directly on the Launch Vehicle Instrumentation Systems while he was with the contractor, and explaining the intricacies of the operational aspects behind them."

Schuh said his most memorable moment was working on and watching the launch of the first Delta IV launch vehicle in December 2004. He said the vehicle had more than 600 sensors that were unique to the mission, and he helped to organize, install, test and then monitor them during launch.

The demonstration mission used digital cameras, lights and an airborne video system that documented and recorded the flight from various views.

"It was a nice feeling of accomplishment, after working on the vehicle for two years, to see the Delta IV successfully launch," Schuh said. "There's always a future launching satellites on expendable launch vehicles."

National Space Club recognizes three space pioneers

By Jeff Stuckey
Editor

AT LEFT, Lou Ullian (right) holds his award with his son, Mike, and wife, Helen. At right, Jim Harrington displays his award with his wife, Jean.

Just hours before Jim Harrington received the Lifetime Achievement Award from the National Space Club Florida Committee, fate seemed to give the former Space Shuttle launch director a fitting tribute, as well.

Harrington, who served as the launch director between 1995 and 1997, helped develop the techniques to ferry the Space Shuttle back to Kennedy Space Center from California. His hard work led to the culmination of efforts that brought Discovery safely home to KSC Aug. 21.

"We learned a lot from that first flight," Harrington said. "It originally took about four weeks to return the Space Shuttle to Kennedy, and now it's about seven days. The team that traveled from Kennedy were the 'can do' type of people, so we came up with the answers to get the Space Shuttle back safely."

Harrington, along with H.P. "Al" Bruckner and Lou Ullian, received the awards at a National Space Club luncheon Aug. 9 at the Doubletree Hotel in Cocoa Beach.

Bruckner, who was unable to attend the ceremony, was director of the Eastern Test Range for Al Shepard's first space flight. Ullian was director of range safety in the early 1960s and was known as "the man" when it came to anything range-related.

Harrington and his co-workers had to overcome adversities the first time NASA landed the orbiter Columbia at Edwards on STS-1 in 1981. Although this was not the first time NASA performed a ferry flight, engineers had to complete post-landing processing and safety procedures.

"There were also some procedures not performed by the crew that we had to work through after landing, such as the repositioning of the main engines after landing, which is part of the process now," Harrington said. "No one thought of repositioning them until we realized we could not get some of the platforms around the orbiter until the engines were moved."

He said his biggest achievements were having the honor to work with the launch team at KSC for many years and helping to develop the Space Shuttle Program. "They are a wonderful group of people at Kennedy who have always been dedicated to their job."

Ullian and his team faced difficult situations. He was tasked with storing the recovered parts of the Space Shuttle Challenger after its accident and ensuring these parts contained no hazardous materials.

"We also had to develop ways to pick those parts off the bottom of the ocean with live ordnances still on board," he said.

Ullian fondly remembers getting a call in the middle of the night from Mercury astronauts Gordon Cooper and Scott Carpenter, who had found a pair of bulldozers near Sebastian Inlet and took them for a ride on the beach. They'd gotten the bulldozers stuck in the sand when high tide rolled in, and the men called Ullian to help them out of their situation.

Ullian immediately dispatched a tow truck to the beach and had the bulldozers towed out and placed back in their locations before anyone noticed.

"Not many people know about that story," Ullian proudly shared.

For more information about the National Space Club Florida Committee, visit **www.nscfl.com**.

Kennedy hosts Thermal and Fluids Analysis program

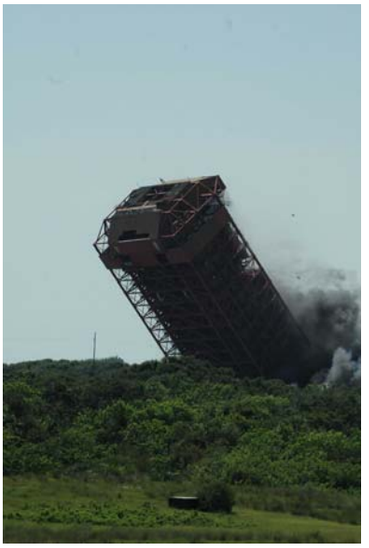
The 2005 Thermal and Fluids Analysis Workshop (TFAWS) was held at University of Central Florida (UCF) from Aug. 8-12 to help the thermal and fluids analysts of government, industry and academia keep up-to-date with the latest technologies. As part of the workshop, attendees toured Kennedy Space Center on Aug. 10. The workshop featured speakers from NASA's Space Shuttle Program and Jet Propulsion Lab and research scientists from across the country. "By hosting the workshop here in Florida, we want to make a statement that KSC is not only an operational center. We also possess research and development capabilities," said Michael Lonergan, thermal analysis lead at KSC and chairman of this year's event.

DR. WOODROW Whitlow, Center deputy director, welcomes participants from the 2005 Thermal and Fluids Analysis Workshop at the Debus Center.

Atlas Agena Complex 13 bites the dust after 40 years

Complex 13, the site of launches of Atlas Agena vehicles for more than two decades, was demolished Aug. 6 – more than 27 years after supporting its last launch in April 1978. Most launches were for the Air Force, but NASA had several key launches from Complex 13 also.

All five Lunar Orbiters were launched from Complex 13 between August 1966 and August 1967 – five within a year and all successful. The Lunar Orbiters led to the Apollo landings. They took tens of thousands of pictures of the lunar surface, pictures which were instrumental in picking the Apollo landing sites.



GOING. . . going. . . gone. Complex 13 supported 51 Atlas and Atlas/Agena launches during its active period, which lasted nearly 40 years.

ODT . . .

(Continued from Page 1)

Planning; Sheryl Marshall (TA), Moves; and Michael Bell (EA), Business Systems.

Communications will provide the work force with timely and accurate information through weekly progress reports, supervisors, organization representatives, a Web site, e-mails and other channels.

"KSC was assigned a significant role in Exploration, and it's exciting to think about execution of those roles," said Fox. "Reorganizations are disruptive. We care about the people and some will be affected more than others, so the transition will go better if we communicate early and often."

The Communications Team representatives are Jack Fox (XA, lead); Gisele Altman (AJ); June Perez (BA); Robert Hubbard (BA), Doug Hendriksen (CC); Hugo Delgado (EA); Amiee Bergquist (GG); Retha Hart (IT); Lori Weller (JP); Randy Segert (MK); Mike McCarty (OP); Henry Schwarz (PH); Lisa Singleton (SA); Dianne Callier (TA); Terri Holbert (UB); Damon Stambolian (UB-X/RA); Ron Mueller (VA); Yvonne Fuchs (YA); and Web site support by Laurie Brown (IT).

The Design, Development, and Sustaining Engineering ODT is identifying work functions and organizational structure to design, build and sustain the launch site for Exploration. The work would include facilities and systems modifications, as well as the development of ground support equipment.

Team members include Scott Kerr (TA-lead); Rita Willcoxon (YA); Dave Bartine (YA); Oscar Toledo (EA); Mike Sumner (TA); Bruce Hevey (IT); Bonni McClure (BA); and Phil Meade (BA).

The Exploration ODT is developing work functions and organizational structure for KSC's potential and existing Exploration roles and responsibilities. This includes flight hardware processing, integration, launch, recovery, refurbishment, logistics, and all associated facilities and ground systems. The team is also ensuring that KSC is aligned with proposed program structure and the other Centers' projects.

Team members include Tip Talone (UB-lead); Shannon Bartell (RA); Shawn Quinn (RA), Kelvin Manning (UB-X); Ruth Gardner (UB); Jennifer Kunz (UB); Robert Cannon (BA); and Rebecca Lewis (BA).

Employees of the Month for August

THE NASA August Employees of the Month, from left, are William Patrick, Shuttle Processing; Ken Nowak, Space Shuttle Program Office; Scott Thorne, Chief Financial Office; Margaret Hinds, Information Technology and Communications Services; Brian Graf, Center Services; Keith Schuh, Launch Services Program. Not pictured are Chris Dundas, Safety and Mission Assurance; Terri Holbert, International Space Station/Payload Processing; Shannon Potter, External Relations; and Cathy Hope, Spaceport Engineering and Technology.

John F. Kennedy Space Center

Spaceport News

Spaceport News is an official publication of the Kennedy Space Center and is published on alternate Fridays by External Relations in the interest of KSC civil service and contractor employees.

Contributions are welcome and should be submitted two weeks before publication to the Media Services Branch, IDI-011. E-mail submissions can be sent to Jeffery.Stuckey@ksc.nasa.gov

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Editorial support provided by InDyne, Inc. Writers Group.
NASA at KSC is located on the Internet at http://www.nasa.gov/centers/kennedy
USGPO: 733-049/60089